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Applicant: Iowa Department of Transportation  
Application Number: IPR2010000036  
Project Title High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning  
Status: Submitted

### Online Forms

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  - (Upload #1): SF 424
2. SF-424A Budget Information - Non-Construction Programs
  - (Upload #2): SF 424A
3. SF-424B Assurances - Non-Construction Programs
  - (Upload #3): SF 424B
  - (Upload #4): SF 424B signed
4. SF-LLL Disclosure of Lobbying Activities
  - (Mail-In Signature Page): Required Signature Page - Please sign & mail in.

### Additional Information to be Submitted

1. HSIPR Track 3 - Planning Application Form (Required; Upload your own document as an attachment)
  - (Upload #5): Iowa Track 3 application
2. Federal Railroad Administration Assurances & Certifications (Required; Upload template as an attachment)
  - (Upload #6): FRA\_Assurances\_Certifications
3. Comprehensive Executed Partnership Agreements (Optional; Upload your own document as an attachment; Required prior to award)
4. Map of Planned Investments (Optional; Upload your own document as an attachment)
5. Additional Supporting Documents (Optional; Upload your own document as an attachment)
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Note: Upload document(s) printed in order after online forms.

Application for Federal Assistance SF-424

Version 02

<b>* 1. Type of Submission:</b> <input type="checkbox"/> Preapplication <input checked="" type="checkbox"/> Application <input type="checkbox"/> Changed/Corrected Application		<b>* 2. Type of Application:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision		<b>* If Revision, select appropriate letter(s):</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div> <b>* Other (Specify)</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>
<b>* 3. Date Received:</b> <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		<b>4. Applicant Identifier:</b> <div style="border: 1px solid black; padding: 2px;">IA-Chi to Omaha-Planning</div>		
<b>5a. Federal Entity Identifier:</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		<b>* 5b. Federal Award Identifier:</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>		
<b>State Use Only:</b>				
<b>6. Date Received by State:</b> <div style="border: 1px solid black; padding: 2px;">08/24/2009</div>		<b>7. State Application Identifier:</b> <div style="border: 1px solid black; padding: 2px;">Chic-Omaha Planning</div>		
<b>8. APPLICANT INFORMATION:</b>				
<b>* a. Legal Name:</b> <div style="border: 1px solid black; padding: 2px;">Iowa Department of Transportation</div>				
<b>* b. Employer/Taxpayer Identification Number (EIN/TIN):</b> <div style="border: 1px solid black; padding: 2px;">42-6004226</div>		<b>* c. Organizational DUNS:</b> <div style="border: 1px solid black; padding: 2px;">120527275</div>		
<b>d. Address:</b>				
<b>* Street1:</b> <div style="border: 1px solid black; padding: 2px;">800 Lincoln Way</div>				
<b>Street2:</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>				
<b>* City:</b> <div style="border: 1px solid black; padding: 2px;">Ames</div>				
<b>County:</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>				
<b>* State:</b> <div style="border: 1px solid black; padding: 2px;">Iowa</div>				
<b>Province:</b> <div style="border: 1px solid black; height: 15px; width: 100%;"></div>				
<b>* Country:</b> <div style="border: 1px solid black; padding: 2px;">UNITED STATES</div>				
<b>* Zip / Postal Code:</b> <div style="border: 1px solid black; padding: 2px;">50010</div>				
<b>e. Organizational Unit:</b>				
<b>Department Name:</b> <div style="border: 1px solid black; padding: 2px;">Iowa Department of Transportat</div>		<b>Division Name:</b> <div style="border: 1px solid black; padding: 2px;">Plannning, Programming &amp; Modal</div>		
<b>f. Name and contact information of person to be contacted on matters involving this application:</b>				
<b>Prefix:</b> <div style="border: 1px solid black; padding: 2px;">Ms.</div>		<b>* First Name:</b> <div style="border: 1px solid black; padding: 2px;">Tamara</div>		
<b>Middle Name:</b> <div style="border: 1px solid black; padding: 2px;">L</div>				
<b>* Last Name:</b> <div style="border: 1px solid black; padding: 2px;">Nicholson</div>				
<b>Suffix:</b> <div style="border: 1px solid black; padding: 2px;">PE</div>				
<b>Title:</b> <div style="border: 1px solid black; padding: 2px;">Office of Rail Transportation Director</div>				
<b>Organizational Affiliation:</b> <div style="border: 1px solid black; padding: 2px;">Iowa Department of Transportation</div>				
<b>* Telephone Number:</b> <div style="border: 1px solid black; padding: 2px;">515-239-1052</div>		<b>Fax Number:</b> <div style="border: 1px solid black; padding: 2px;">515-239-7983</div>		
<b>* Email:</b> <div style="border: 1px solid black; padding: 2px;">tamara.nicholson@dot.iowa.gov</div>				

**Application for Federal Assistance SF-424**

Version 02

**9. Type of Applicant 1: Select Applicant Type:**

State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

**\* 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

**11. Catalog of Federal Domestic Assistance Number:**

20.317

CFDA Title:

Capital Assistance To States - Intercity Passenger Rail Service

**\* 12. Funding Opportunity Number:**

FR-IPR-09-001

\* Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

**13. Competition Identification Number:**

FR-IPR-09-001-010437

Title:

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

States=Illinois & Iowa; Cities = Chicago and Omaha; Counties = all 99 counties throughout the state

**\* 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

Attach supporting documents as specified in agency instructions.

**Application for Federal Assistance SF-424**

Version 02

**16. Congressional Districts Of:**

\* a. Applicant

\* b. Program/Project

Attach an additional list of Program/Project Congressional Districts if needed.

**17. Proposed Project:**

\* a. Start Date:

\* b. End Date:

**18. Estimated Funding (\$):**

* a. Federal	<input type="text" value="1000000"/>
* b. Applicant	<input type="text" value="1000000"/>
* c. State	<input type="text" value="0"/>
* d. Local	<input type="text" value="0"/>
* e. Other	<input type="text" value="0"/>
* f. Program Income	<input type="text" value="0"/>
* g. TOTAL	<input type="text" value="2000000"/>

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**

☒ a. This application was made available to the State under the Executive Order 12372 Process for review on

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.

☐ c. Program is not covered by E.O. 12372.

**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)**

☐ Yes ☒ No

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:  \* First Name:   
Middle Name:   
\* Last Name:   
Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

**Application for Federal Assistance SF-424**

Version 02

**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4,000. Try and avoid extra spaces and carriage returns to maximize the availability of space.

# BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

## SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Intercity Passenger Rail Ir	20.317			\$1,000,000.00	\$1,000,000.00	\$2,000,000.00
2.	20.317					
3.	20.317					
4.	20.317					
5. Totals				\$1,000,000.00	\$1,000,000.00	\$2,000,000.00

## SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) Intercity Passen	(2)	(3)	(4)	
a. Personnel					
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	\$2,000,000.00				\$2,000,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	\$2,000,000.00				\$2,000,000.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$2,000,000.00				\$2,000,000.00
7. Program Income					

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Prescribed by OMB Circular A-102

**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. Intercity Passenger Rail Investment	\$1,000,000.00		\$	\$1,000,000.00
9.				
10.				
11.				
12. TOTAL (sum of lines 8-11)	\$1,000,000.00			\$1,000,000.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$1,000,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00
14. Non-Federal	\$1,000,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00
15. TOTAL (sum of lines 13 and 14)	\$2,000,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. Intercity Passenger Rail Investment				
17.				
18.				
19.				
20. TOTAL (sum of lines 16-19)				

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges:	22. Indirect Charges:
23. Remarks:	



## OPHS-1 SF424B Assurances

Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning  
Project Period: 11/02/2009 to 11/02/2011  
Application Organization: Iowa Department of Transportation  
Authorized Certifying Official: Stuart Anderson  
Title: Planning, Programming and Modal Division Director

☐ I DO NOT agree with the terms of the Signing Agreement

☒ I agree with the terms of the signing Agreement

## Upload #1

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	SF 424

**Application for Federal Assistance SF-424**

Version 02

**\* 1 Type of Submission:**

☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

**\* 2 Type of Application:**

☒ New  
☐ Continuation  
☐ Revision

**\* If Revision select appropriate letter(s):**

**\* Other (Specify)**

**\* 3 Date Received:**

**4. Applicant Identifier:**

IA-Chi to Omaha-Planning

**5a Federal Entity Identifier:**

**\* 5b Federal Award Identifier:**

**State Use Only:**

**6 Date Received by State:**

**7 State Application Identifier:**

Chic-Omaha Planning

**8. APPLICANT INFORMATION:**

**\* a. Legal Name:**

Iowa Department of Transportation

**\* b Employer/Taxpayer Identification Number (EIN/TIN):**

42-6004226

**\* c Organizational DUNS:**

120527275

**d. Address:**

**\* Street1:**

800 Lincoln Way

**Street2:**

**\* City:**

Ames

**County:**

**\* State:**

Iowa

**Province:**

**\* Country:**

UNITED STATES

**\* Zip / Postal Code:**

50010

**e. Organizational Unit:**

**Department Name:**

Iowa Department of Transportat

**Division Name:**

Plannning, Programming & Modal

**f. Name and contact information of person to be contacted on matters involving this application:**

**Prefix:**

Ms.

**\* First Name:**

Tamara

**Middle Name:**

L

**\* Last Name:**

Nicholson

**Suffix:**

PE

**Title:**

Office of Rail Transportation Director

**Organizational Affiliation:**

Iowa Department of Transportation

**\* Telephone Number:**

515-239-1052

**Fax Number:**

515-239-7983

**\* Email:**

tamara.nicholson@dot.iowa.gov

**Application for Federal Assistance SF-424**

Version 02

**9 Type of Applicant 1: Select Applicant Type:**

State Government

**Type of Applicant 2: Select Applicant Type:**

**Type of Applicant 3: Select Applicant Type:**

**\* Other (specify):**

**\* 10. Name of Federal Agency:**

-Passenger and Freight Railroad Programs

**11. Catalog of Federal Domestic Assistance Number:**

20.317

**CFDA Title:**

Capital Assistance To States - Intercity Passenger Rail Service

**\* 12. Funding Opportunity Number:**

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**\* Title:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

**13. Competition Identification Number:**

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**Title:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

**14. Areas Affected by Project (Cities, Counties, States, etc.):**

States=Illinois & Iowa; Cities = Chicago and Omaha; Counties = all 99 counties throughout the state

**\* 15. Descriptive Title of Applicant's Project:**

High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning

Attach supporting documents as specified in agency instructions

Application for Federal Assistance SF-424

Version 02

16 Congressional Districts Of:

\* a Applicant

\* b Program/Project

Attach an additional list of Program/Project Congressional Districts if needed

17. Proposed Project:

\* a Start Date:

\* b End Date:

18. Estimated Funding (\$):

* a Federal	<input type="text" value="1000000"/>
* b Applicant	<input type="text" value="1000000"/>
* c. State	<input type="text" value="0"/>
* d Local	<input type="text" value="0"/>
* e Other	<input type="text" value="0"/>
* f Program Income	<input type="text" value="0"/>
* g TOTAL	<input type="text" value="2000000"/>

\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?

- ☒ a This application was made available to the State under the Executive Order 12372 Process for review on
- ☐ b Program is subject to E O 12372 but has not been selected by the State for review
- ☐ c Program is not covered by E O 12372

\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes", provide explanation.)

☐ Yes ☒ No

21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions

Authorized Representative:

Prefix:  \* First Name:

Middle Name:


\* Last Name:

Suffix:

\* Title:

\* Telephone Number:  Fax Number:

\* Email:

\* Signature of Authorized Representative:  \* Date Signed:

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Standard Form 424 (Revised 10/2005)  
Prescribed by OMB Circular A-102

**Application for Federal Assistance SF-424**

**Version 02**

**\* Applicant Federal Debt Delinquency Explanation**

The following field should contain an explanation if the Applicant organization is delinquent on any Federal Debt. Maximum number of characters that can be entered is 4 000 Try and avoid extra spaces and carriage returns to maximize the availability of space

## Upload #2

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	SF 424A

# BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

## SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. Intercity Passenger Rail Ir	20.317			\$1,000,000.00	\$1,000,000.00	\$2,000,000.00
2.	20.317					
3.	20.317					
4.	20.317					
5. Totals				\$1,000,000.00	\$1,000,000.00	\$2,000,000.00

## SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total (5)
	(1) Intercity Passen	(2)	(3)	(4)	
a. Personnel					
b. Fringe Benefits					
c. Travel					
d. Equipment					
e. Supplies					
f. Contractual	\$2,000,000.00				\$2,000,000.00
g. Construction					
h. Other					
i. Total Direct Charges (sum of 6a-6h)	\$2,000,000.00				\$2,000,000.00
j. Indirect Charges					
k. TOTALS (sum of 6i and 6j)	\$2,000,000.00				\$2,000,000.00
7. Program Income					

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Standard Form 424A (Rev. 7-97)  
Prescribed by OMB Circular A-102



**SECTION C - NON-FEDERAL RESOURCES**

(a) Grant Program	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8. Intercity Passenger Rail Investment	\$1,000,000.00		\$	\$1,000,000.00
9.				
10.				
11.				
12. TOTAL ( <i>sum of lines 8-11</i> )	\$1,000,000.00			\$1,000,000.00

**SECTION D - FORECASTED CASH NEEDS**

	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	\$1,000,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00
14. Non-Federal	\$1,000,000.00	\$250,000.00	\$250,000.00	\$250,000.00	\$250,000.00
15. TOTAL ( <i>sum of lines 13 and 14</i> )	\$2,000,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

**SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT**

(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16. Intercity Passenger Rail Investment				
17.				
18.				
19.				
20. TOTAL ( <i>sum of lines 16-19</i> )				

**SECTION F - OTHER BUDGET INFORMATION**

21. Direct Charges:	22. Indirect Charges:
23. Remarks:	

## Upload #3

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	SF 424B

## OPHS-1 SF424B Assurances

Project Title: High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning  
Project Period: 11/02/2009 to 11/02/2011  
Application Organization: Iowa Department of Transportation  
Authorized Certifying Official: Stuart Anderson  
Title: Planning, Programming and Modal Division Director

☐ I DO NOT agree with the terms of the Signing Agreement

☒ I agree with the terms of the signing Agreement

## Upload #4

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	SF 424B signed

**ASSURANCES - NON-CONSTRUCTION PROGRAMS**

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0040), Washington, DC 20503


**PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.**

**NOTE:** Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the awarding agency. Further, certain Federal awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
4. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency
5. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
6. Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.
7. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
8. Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

9. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333), regarding labor standards for federally-assisted construction subagreements.
10. Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
11. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
12. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
13. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq.).
14. Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
15. Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
16. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
17. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
18. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.

SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL		TITLE	
		Planning, Programming + Model Division Director	
APPLICANT ORGANIZATION		DATE SUBMITTED	
		August 24, 2009	

## Upload #5

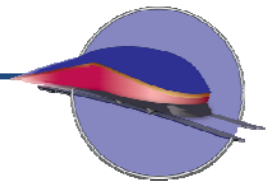
Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Iowa Track 3 application

Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug 24 Version Number: 1

## High Speed Intercity Passenger Rail (HSIPR) Program

### Application Form

### Track 3–Planning



Welcome to the Track 3–Planning Application for the Federal Railroad Administration’s High Speed Intercity Passenger Rail (HSIPR) Program. Applicants for Track 3 are required to submit this Application Form and Supporting Materials (forms and documents) as outlined in Section G of this application and as detailed in the HSIPR Guidance.

We appreciate your interest in the program and look forward to reviewing your application. If you have questions about the HSIPR program or this application, please contact us at [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

#### Instructions:

- Please complete this document and provide any supporting documentation electronically.
- In the space provided at the top of each section, please indicate the project name, date of submission (mm/dd/yy) and the application version number. The distinct Track 3 Planning Project name should be less than 40 characters and follow the following format: State abbreviation-route or corridor name-project title (e.g., HI-Fast Corridor-Track Work IV).
- For each question, enter the appropriate information in the designated gray box. If a question is not applicable to your Planning Project, please indicate “N/A.”
- Narrative questions should be answered concisely in the space provided.
- Applicants must upload this completed application form and any supporting documentation to [www.GrantSolutions.gov](http://www.GrantSolutions.gov) by August 24, 2009 at 11:59pm EDT.
- Fiscal Year (FY) refers to the Federal Government’s fiscal year (Oct. 1- Sept. 30).
- Please direct questions to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov)

### A. Point of Contact and Application Information

<b>(1) Application Point of Contact (POC) Name:</b> Tamara Nicholson		<b>POC Title:</b> Director, Office of Rail Transportation Iowa Department of Transportation		
<b>Street Address / City:</b> 800 Lincoln Way	<b>City:</b> Ames	<b>State:</b> Iowa	<b>Zip Code:</b> 50010	<b>Telephone Number:</b> 515-239-1052
<b>Fax:</b> 515-233-7983		<b>Email:</b> Tamara.Nicholson@dot.iowa.gov		



(2) **Name of lead State applying:** Iowa

*States are the only eligible applicants under Track 3*

(3) **Name(s) of additional States applying in this group (if applicable):** Illinois

(4) **Is this Planning Project related to additional applications for HSIPR funding?** ☒ Yes ☐ No ☐ Maybe

**If “Yes” or “Maybe” provide the following information:**

Application Program/Project Name	Lead Applicant	Track	Total HSIPR Funding Requested (if known)	Status of Application
Chicago to Iowa City	Iowa	Track 2	\$ TBD	Will Apply
Eola Yards	Illinois	Track 1b - PE/NEPA	\$ TBD	Will Apply
Chicago Terminal Limits	Illinois	Track 1b - PE/NEPA	\$ TBD	Will Apply
		Track 1a - FD/Construction	\$	Applied

Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## B. Project Overview

(1) **Planning Project Name:** Chicago to Omaha Passenger Rail Planning

(2) **Which corridor service(s) is (are) the subject of the Planning Project (Corridor name, between which cities/stations, etc)?** Please limit your response to 1,000 characters.

Amtrak's California Zephyr long-distance train currently operates between Chicago and Omaha. Daily service is one trip in each direction; however, reliability and travel time are issues for passengers. The enhancement of regional intercity passenger rail service between Chicago and Omaha will complete the vision established by the Midwest Regional Rail Initiative (MWRRI). Nine Midwest states have established an active coalition focused on developing an improved and expanded passenger rail system. One of these corridors runs from Chicago to Omaha. This planning study will be a major step in enhancing passenger rail service in this heavily populated corridor. There are 5 routes traversing this corridor, which will be narrowed to a preferred route through preparation of the Service Level Tier 1 NEPA document. A service development plan (SDP) and preliminary engineering (PE) will then be completed. FRA's guidance manual "Railroad Corridor Transportation Plans" will be closely followed.

(3) **Which of the following planning activities are proposed to be funded under the HSIPR Program?**

- ☒ Alternative Analysis Studies
- ☒ Service Development Planning
- ☒ "Service" or "Tier 1" NEPA
- ☒ Other (Please Describe): Preliminary engineering

(4) **Describe the service attributes of the Program/Project for which you are planning (check all that apply):**

- |   |   |
|---|---|
| <input type="checkbox"/> Additional Service Frequencies | <input type="checkbox"/> Improved On-Time performance on Existing Route |
| <input checked="" type="checkbox"/> New Service         | <input type="checkbox"/> Increased Average Speeds/Shorter Trip Times    |
| <input type="checkbox"/> Service Quality Improvements   | <input type="checkbox"/> Other (Please Describe):                       |

(5) **What are the anticipated start and end dates for this Planning Project? (mm/yyyy)**

**Start Date:** 11/2009

**End Date:** 11/2011

(6) **Total Cost of Planning Activity(s) (Year of Expenditure (YOE) Dollars\*):** \$ 2,000,000

**Of this amount, how much would come from the FRA HSIPR Program: (YOE Dollars\*\*) \$ 1,000,000**

\* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

\*\* This is the amount for which the applicant is applying.

**(7) Planning Project Overview.** *Please limit response to 4,000 characters.*

Please provide a description of work for the planning activities to be funded under the HSIPR Program, including:

- Component of a Service Development Plan
- Planning Tasks / Milestones
- Preparation of Documents, Including Expected Deliverables

Detail the nature of any studies to be conducted and the expected outcomes from these, including design, technical and field studies. Also include anticipated outreach and coordination efforts with the public, agencies, affected railroads, and property owners, as applicable.

The planning activities to be funded under the HSIPR Program and related deliverables include conducting an alternative analysis study, developing a Service Level (Tier 1) NEPA document, finalizing the SDP and developing PE for the passenger rail corridor from Chicago to Omaha. The purpose of the Tier 1 NEPA is to consider potential routes from Chicago to Omaha to determine a preferred corridor and identify Tier 2 NEPA project segments. The SDP will be developed using information from the MWRRI series of studies and supplemented with additional components and analyses. Following substantial completion of the SDP and identification of a preferred alternative, PE will be developed. It is Iowa and Illinois intent to complete these four documents in preparation for submittal of a future Track 2 Program application(s). The NEPA process will include an extensive public outreach effort, which will include identification of stakeholders, one-on-one meetings with affected railroads and property owners and public meetings across the states. The broad range of possible alternatives will consist of five various railroad routes running from Chicago to Omaha included on Attachment #1. The Tier 1 NEPA will establish the purpose and need, evaluation of alternatives, types and levels of service, ridership, and analysis of the impacts to determine a preferred corridor. The analysis of impacts will fully follow FRA guidelines and regulations and include a detailed evaluation of noise impacts. This process will include detailed analyses of land use, socio-economic resources, cultural resources, air quality, noise, energy usage, water quality, wetlands, wildlife, floodplains, and threatened and endangered species. The result will be a selected route for which a SDP will be prepared. This Tier 1 NEPA effort will require approximately 18 months to complete. An earlier SDP for the entire corridor was prepared through the MWRRI. In addition, more project specific Amtrak feasibility studies have been conducted for Chicago to Quad Cities, and Chicago to Iowa City. Depending on which is the preferred route, these documents could be the starting point for updating the SDP from Chicago to Iowa City, and expanding upon the SDP from Iowa City to Omaha. The SDP will include a capital plan, operating plan, implementation plan, and a preliminary route feasibility study. The plan will identify the operating parameters, station stops, time tables, and logical termini. MOUs stating the broad parameters of the service agreements and letters of interest will be developed with the stakeholders. PE will be developed for improvements to the existing infrastructure for the preferred corridor per the requirements of the FRA HSIPR Interim Guidance (Appendix 2.2). PE will include sufficient detail to define the project, including determining the project footprint, designing of critical project elements, and determining a reliable cost estimate and project development schedule. Attachment #2 outlines the sequence and anticipated time frames for each of the work components for the planning effort. The schedule also outlines the anticipated schedule through project implementation. Anticipated outreach and coordination will occur throughout this planning project.

**(8) Future Project Overview Narrative:** Provide an overview of the main features and characteristics and milestones of the Program/Project that is the subject of the planning study, including a brief description of the items listed below. *Please limit response to 4,000 characters.*

- The location of the Program/Project (upload map if applicable)
- The intercity passenger rail service proposed (if applicable)
- The types of improvements under consideration/evaluation
- Connectivity and integration with other modes
- How the Program/Project supports the States' strategic transportation goals

Attachment #3 identifies the Chicago to Omaha corridor in the context of the overall planned MWRRI. The Chicago to Omaha corridor is an integral segment of the MWRRI's hub and spoke system, providing intercity rail service between major population areas. This independent utility project runs from Union Station in Chicago to a yet to be determined station in Omaha. The five alternative routes to be evaluated in the Tier 1 NEPA document are shown on Attachment #1. Enhancement of passenger rail service in this corridor will have major positive impacts on the Midwest, including lower transportation costs, increased transportation competition, more transportation choices, new economic development, additional job creation, improved economic vitality, and increased net income for businesses and industries. Preparation of a SDP will include an assessment of operating schedules, ridership forecast, revenue projections, station facilities, track upgrading, signal system, and equipment requirements (locomotive horsepower, type of cars, train size). This conceptual analysis will tabulate all project investments. Socio-economic data and competing transportation systems will serve as the foundation for ridership projections. Based on these ridership figures, appropriate train set needs will be established. Station stops at various trade centers must be determined as well as initial platform design, canopy, automobile parking capacity, physical condition, passenger information systems, and amenities. Capital costs will be calculated for rail, tie replacement, surfacing, structure work, maintenance facilities and yards, and grade crossing upgrades. A signal system capable of meeting positive train control requirements will need to be determined as well as identification of the locations for the traffic control centers. Reflecting a 79 mph speed, detailed time running schedules will be outlined for each train set including station stop locations and arrival/departure times. Studying the level of interaction with existing freight operations will identify any potential areas where the passenger rail services may have a significant negative impact on the efficiency of freight train movements. PE will be conducted as part of this study, and will include engineering designs (existing railroad rights-of-way, proposed track changes, profiles, public and private at-grade highway crossings to meet FRA guidance, and station locations), a detailed project description (an assessment of the physical condition and location of the existing project area), an accurate project cost estimate, a project management plan, and a complete financial plan. There will be intermodal connectivity with intercity bus (Greyhound) which offers one daily roundtrip between these metro areas. Several airline flights are also available on a daily basis. The availability and frequency of intermodal connections (taxi, rental cars, transit stops, bus transfer stations, and shuttle vans) at station locations will also be assessed. Iowa and Illinois Transportation Plans and State Railroad System Plans have goals focusing on safety, efficiency, and quality of life. The Chicago to Omaha corridor is a specific planning project listed which will help to achieve this passenger rail vision and mission. Both State Governors and Legislatures have strongly endorsed passenger rail services throughout the states. Both Iowa and Illinois have been active members of MWRRI since 1996. They signed a cost sharing MOU (Attachment # 4) concerning passenger rail activities and signed a multi-state MOU (Attachment #5).

Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## C. Eligibility Information

- (1) Provide the percentage and amount of matching funds:** *Applications submitted under Track 3 require at least a 50% non-Federal match.*

**Percentage:** 50 %

**Total Amount (YOE\*):** \$ 1,000,000

\* Year-of-Expenditure (YOE) dollars are inflated from the base year. Applicants should include their proposed inflation assumptions (and methodology, if applicable) in the supporting documentation

- (2) Indicate the source, amount and percentage of matching funds:**

Non FRA Funding Sources	New or Existing Funding Source?	Status of Funding <sup>1</sup>	Type of Funds	Dollar Amount (YOE Dollars)	% of Total Project Cost	Describe any uploaded supporting documentation to help FRA verify funding source
Appropriated by Iowa Legislature	Existing	Committed	Dedicated to passenger rail	\$1,000,000	50%	Funds have been placed in the Passenger Rail Service Revolving Fund--see Attachment # 6 Office of Governor's press release, and Attachment # 7 Code of Iowa Chapter 327J.
Illinois DOT	New	Committed	TBD	TBD		
Local communities	New	Planned	TBD	TBD		
	New	Planned				

- (3) Is the planning activity included in the State's Statewide Transportation Improvement Program (STIP) at the time of application?** ☒ Yes ☐ No

**If not, describe / explain:**

<sup>1</sup> Reference Notes: The following categories and definitions are applied to funding sources:

**Committed:** Committed sources are programmed capital funds that have all the necessary approvals (e.g. legislative referendum) to be used to fund the proposed project without any additional action. These capital funds have been formally programmed in the State Rail Plan and/or any related local, regional, or state Capital Investment Program (CIP) or appropriation. Examples include dedicated or approved tax revenues, state capital grants that have been approved by all required legislative bodies, cash reserves that have been dedicated to the proposed project, and additional debt capacity that requires no further approvals and has been dedicated by the sponsoring agency to the proposed project.

**Budgeted:** This category is for funds that have been budgeted and/or programmed for use on the proposed project but remain uncommitted, i.e., the funds have not yet received statutory approval. Examples include debt financing in an agency-adopted CIP that has yet to be committed in their near future. Funds will be classified as budgeted where available funding cannot be committed until the grant is executed, or due to the local practices outside of the project sponsor's control (e.g., the project development schedule extends beyond the State Rail Program period).

**Planned:** This category is for funds that are identified and have a reasonable chance of being committed, but are neither committed nor budgeted. Examples include proposed sources that require a scheduled referendum, requests for state/local capital grants, and proposed debt financing that has not yet been adopted in the agency's CIP.



Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## D.Public Return on Investment

**(1) Project Benefits.** *Please limit response to 4,000 characters.*

Describe the benefits that are anticipated to result from the planned investment which is subject to this planning activity, including the extent to which the activity may be expected to:

- Lead to benefits for intercity passenger rail including travel time reductions, increased frequencies, and enhanced service quality
- Address safety issues
- Address intercity passenger rail reliability issues
- Be integrated and complementary to the relevant comprehensive planning process (23 U.S.C. 135)
- Support livable communities
- Promote environmental quality and/or energy efficiency
- Provide other public benefits in a cost-effective manner

Chicago to Omaha intercity passenger rail service is an integral part of the MWRRI. The MWRRI has led to a 3,000-mile system of improved intercity passenger rail designed to serve 9 states with a combined population of 60 million people. Using Chicago as its hub, MWRRI would provide improved reliability for rail passengers. Reduced travel times, increased safety through improved signaling and infrastructure, higher frequency of service, and more comfort through modern amenities will serve to provide a much needed travel alternative in an interdependent and critically important economic region of our country. Benefits to other modes of travel will be realized as a result of lower congestion levels and reductions in emissions as travelers are being diverted from air, bus, and personal auto to passenger rail. The system will contribute to economic growth and strengthen manufacturing, service, and tourism in both states. This corridor will improve access between communities in both Illinois and Iowa; and provide safe, comfortable, and reliable service to these States' major economic trading centers, as well as numerous cities and urban areas that are highly interdependent on one another. This access supports existing industries, fosters the growth of new businesses and expands the job base. MWRRI studies (Attach # 8 & the URLs referenced under F:1 of this application) estimate that 1,000 new permanent jobs would be created in Iowa and \$17 million of extra household income for Iowans. Reinstitution of train operations through this corridor will serve as the impetus for significant public/private development opportunities near stations. These stations will foster connectivity and bring together many modes of travel (trains, taxis, private automobiles, and regional, intercity, and airport shuttle buses) at a single location. Iowa DOT and Illinois DOT have committed to incorporate the principles of sustainability into the planning, design and operations of the Chicago to Omaha service. The selection of routes, station stops, equipment, service levels, and motive power will all be made with full consideration of energy efficiency and sustainability. Iowa and Illinois are currently working together in establishing the preferred route as a "green" route. Increased passenger rail operations can positively impact the character of the urban environment surrounding stations, which will be the gateway to communities. Livable community principles will be enhanced by passenger rail through creating neighborhood identities, construction of green stations, and preserving agricultural and community open spaces. This passenger rail corridor will provide an energy-efficient and cost-effective alternative to auto and air travel. Environmental benefits will be

decreased energy consumption, reduced air pollutant emissions and improved air quality, less land required compared to expanding existing highways and airports, opportunities for transit-oriented land use development and fewer environmental impacts on sensitive habitats and water resources than highway or airport alternatives. The corridor rail infrastructure needs to be improved and enhanced to integrate this passenger rail service onto the existing rail network and concurrently preserve the integrity of current and future freight operations. The provision of improved highway/rail at-grade crossings and signaling systems will also result in increased safety for trains as well as highway motor vehicles. This planning study will follow the continuing, cooperative, and comprehensive transportation planning process, including a reasonable opportunity for interested parties to actively participate.





Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## E. Project Success Factors

**(1) Planning Project Management Approach and Applicant Qualifications Narrative.** *Please limit response to 4,000 characters.*

Describe qualifications of the applicant and its key partners to successfully complete the planning activities, including the following information:

- **Management Experience** – provide relevant information on experience in managing rail programs and planning activities of a similar size and scope to the one proposed in this application. Provide an organizational chart (or equivalent) that outlines the roles played by key Planning Project team members in completing activities as well as information on the role of contract support, engineering support and program management.
- **Financial Management Capacity and Capability**– provide relevant information on capability to absorb potential Planning Project cost overruns.
- **Risk Assessment** – provide a preliminary assessment of uncertainties within the planning process and possible mitigation strategies (consider grantee risk, funding risk, schedule risk and stakeholder risk).

Describe any areas in which you could use technical assistance, best practices, advice or support from others, including FRA.

Projects of comparable size and scope completed by the Iowa DOT include: a) Interstate 80 study from Quad Cities to Omaha - this study is currently underway, and basically covers much of the same corridor; b) assessment of flood damages to Iowa's railroads - resulted in recently receiving \$9.6 million in federal grants through FRA's Disaster Assistance Grants; c) environmental impact statement for the Interstate 74 Corridor Project - with construction costs approaching \$1 billion; d) Council Bluffs Interstate project -- this is a tiered environmental process with construction costs exceeding \$1 billion where staff developed both a management plan and a financial plan for submittal to FHWA. In addition Iowa is one of the few states to use Recovery Act highway funding for eligible rail projects. Iowa has awarded \$5 million to rail projects that follow Recovery Act requirements. Projects of comparable size and scope completed by the Illinois DOT include: a) Illinois DOT's \$14.3 billion highway improvement program - includes an FY 2010 annual program of \$2.4 billion; b) Chicago Regional Environmental and Transportation Efficiency Program (CREATE) - public and private partners completed the \$4.5 million railroad modernization project which improved the 40 year-old signal system and helped mitigate conflicting use of tracks among freight trains, Metra, and Amtrak along the Indiana Harbor Belt Corridor; and c) administration of five state supported Amtrak routes operating throughout the state and managing the Chicago to St. Louis high speed rail corridor (which was designated under SAFETEA-LU). In addition, all Illinois state-sponsored trains continue to post record levels of ridership. Tamara Nicholson (Director of Iowa DOT's Office of Rail Transportation ) and George Weber (Chief, Illinois DOT's Bureau of Railroads) have years of relevant experience working on many of the above listed projects in the areas of contract and engineering support, as well as overall program management. An organizational chart is attached to this application which outlines the personnel and duties responsible for completing this study (Attachment #9). Nicholson and Weber are responsible for managing all aspects of passenger and freight rail planning, programming, implementation, and monitoring within their respective states. Additional planning staff, with relevant experience on similar projects, have been assigned to and are available to assist throughout the duration of this planning project. Both Iowa and Illinois DOT's are well experienced in all financial aspects of major planning projects, and have previously prepared financial, operating, and management plans. In the



unforeseen event of any potential planning project overruns, Iowa and Illinois DOTs are committed, and have financing in place, to cover these expenses. Iowa and Illinois clearly understand that once this service is in place, on-going operating support may be required from both states. The Iowa DOT Commission has authorized \$3 million for use in passenger rail planning, operating support, and federal grant matching. Illinois DOT has funds available within the Bureau of Railroads. The risk assessment approach to be followed during the corridor planning process will involve conducting a Risk Assessment Workshop with key stakeholders (FRA, AMTRAK, Iowa DOT, Illinois DOT) to identify potential risks related to project implementation, schedule/costs, and projected annual revenues and operating expenses; conducting a rigorous "Monte Carlo" simulation to identify the projected range of costs for implementation and ongoing annual costs and project implementation schedule challenges; identifying specific response strategies to proactively manage project risks (costs and schedule) to an acceptable level and incorporate into project management plan; and developing the general risk assessment approach for future project stages.

- (2) Timeliness of Planning Project Completion:** Provide a brief timeline for completion of key milestones within the period of performance for the planning activity. *Please upload a schedule if available. Please limit response to 2,000 characters.*

Describe the extent to which the planning activities will:

- Directly lead to project and/or Service Development Program applications
- Lead to NEPA for route selection
- Lead to completion of a Service Development Program
- Lead to construction and service delivery

The planning process will begin with NEPA scoping and development of the Tier 1 NEPA document. In coordination with the Tier 1 NEPA, the SDP will be developed. After a preferred alternative has been determined through NEPA, PE on the preferred corridor will commence. This entire planning process would be completed in 2 years, and result in a well defined plan of action. A detailed project development schedule is attached to this application (Attachment #2). This chart illustrates the beginning and end dates of the milestone elements of the Chicago to Omaha planning study. This chart also shows the dependent relationships between each work activity. It will be used to show current schedule status using percent-complete shadings, as the project unfolds. This schedule outlines the details for completion of the Tier 1 NEPA document, SDP, PE, Tier 2 NEPA considerations, final design, and construction timeframes for a staged implementation of the Chicago to Omaha route. As noted, approximately 18 months (November 2009 to April 2011) have been allocated to conduct the Tier 1 NEPA study. The SDP will be finalized with NEPA process, and will require approximately 13 months (April 2010 to April 2011). The PE aspects of the SDP will focus on identifying improvements to the existing infrastructure which will be required to allow implementation of 79 mph passenger rail service and will require approximately 6 months (November 2010 to April 2011). The intention is to have 79 mph passenger rail service operational by summer of 2019. Upon completion of the planning level documents, it is anticipated that an FRA grant application will be pursued for Track 2 funding for the Tier 2 NEPA studies, final design, and construction. The project specific Tier 2 NEPA study timelines will be dependent on the complexity of each project.

--

Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## F. Additional Information

- (1) Please provide any additional information, comments, or clarifications and indicate the section and question number that you are addressing (e.g., Section D, Question 3). *This section is optional.*

Please note the following attachments which provide additional justification and background information for this Track 3 Planning application for Chicago to Omaha:

Attachment # 1 = Service Level NEPA Alternatives

Attachment # 2 = Project Schedule

Attachment # 3 = Project Location Map

Attachment # 4 = Iowa-Illinois Cost Sharing MOU

Attachment # 5 = Multi-State MOU

Attachment # 6 = Governor Culver's Press Release

Attachment # 7 = Iowa Code Chapter 327J

Attachment # 8 = Iowa's MWRRI Economic Benefit Brochure

MWRRI - Executive Report & Economic Impacts Brochure Referenced Under D:1

[http://www.iowadot.gov/IowaPassengerRail/pdfs/mwrrrie\\_exec\\_report\\_2004.pdf](http://www.iowadot.gov/IowaPassengerRail/pdfs/mwrrrie_exec_report_2004.pdf)

[http://www.iowadot.gov/IowaPassengerRail/pdfs/MWRRI\\_regional\\_brochure.pdf](http://www.iowadot.gov/IowaPassengerRail/pdfs/MWRRI_regional_brochure.pdf)

Attachment # 9 = Organizational Charts

Attachment # 10 = Summary of Deliverables

Attachment # 11 = Future Upgrade to High Speed Rail

Attachment # 12 = Local Letters of Support

Attachment # 13 = Governor of Iowa Letter of Support

Attachment # 14 = Iowa Interstate Railroad Letter of Support

Attachment # 15 = Union Pacific Letter of Support

Attachment # 16 = Senator Harkin Letter of Support

Attachment # 17 = Amtrak Letter of Support

Attachment # 18 = Public Input Documentation

Project Name: IA-Chi to Omaha-Passenger Rail Planning Date of Submission: Aug. 24 Version Number: 1

## G. Summary of Application Materials

Application Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Application Form	✓		HSIPR Guidance Section 4.3.3.3	This document to be submitted through <i>GrantSolutions</i> .	Form
Supporting Documents	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> Planned Investment map		✓	Application Question B.6	Map of the Planned Investment location. Please upload into <i>GrantSolutions</i> .	None
Standard Forms	Required	Optional	Reference	Description	Format
<input checked="" type="checkbox"/> SF 424: Application for Federal Assistance	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424A: Budget Information-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> SF 424B: Assurances-Non Construction	✓		HSIPR Guidance Section 4.3.3.3	Please submit through <i>GrantSolutions</i>	Form
<input checked="" type="checkbox"/> FRA Assurances Document	✓		HSIPR Guidance Section 4.3.3.3	May be obtained from FRA's website at <a href="http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf">http://www.fra.dot.gov/downloads/admin/assurancesandcertifications.pdf</a> . The document should be signed by an authorized certifying official for the applicant. Submit through <i>GrantSolutions</i> .	Form

**PRA Public Protection Statement:** Public reporting burden for this information collection is estimated to average 32 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for this information collection is **2130-0583**.

## Upload #6

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	FRA_Assurances_Certifications

**U.S. Department of Transportation  
Federal Railroad Administration**

**Certifications Regarding Debarment, Suspension and Other Responsibility Matters,  
Drug-Free Workplace Requirements and Lobbying**

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**PART A: Certification Regarding Debarment, Suspension and Other Responsibility Matters – Primary Covered Transactions  
(Pursuant to 2 CFR Part 180)**

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- (1) The grantee certifies to the best of its knowledge and belief, that it and its principles:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application had one or more public transactions (Federal, State or local) terminated for cause or default
- (2) Where the grantee is unable to certify to any of the statements of this certification, he or she shall attach an explanation to this application.

---

**PART B: Certification Regarding Drug-Free Workplace Requirements (Pursuant to 49 CFR Part 32)**

---

- A. The grantee certifies that it will or continue to provide a drug-free workplace by:
- (a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
  - (b) Establishing an ongoing drug-free awareness program to inform employees about—
    - (1) The dangers of drug abuse in the workplace;
    - (2) The grantee's policy of maintaining a drug-free workplace;
    - (3) Any available drug counseling, rehabilitation, and employee assistance programs; and
    - (4) The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;
  - (c) Making it a requirement that each employee to be engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

- (d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  - (1) Abide by the terms of the statement; and
  - (2) Notify the employer in writing of his or her conviction for a violation of criminal drug statute occurring in the workplace no later than five calendar days after such conviction;
- (e) Notifying the agency in writing, within ten calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer on whose grant activity the convicted employee was working, unless the Federal agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant;
- (f) Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (d)(2), with respect to any employee is so convicted—
  - (1) Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
  - (2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- (g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (e) and (f).

B. The grantee may insert in the space below the site(s) for the performance of work done in connection with the specific grant:

Place of Performance (Street address, city, county, state, zip code)

800 Lincoln Way  
Ames, IA 50010

Check ☐ if there are workplaces on file that are not identified here.

---

**PART C: Certification Regarding Lobbying (Pursuant to 49 CFR Part 20)**

---

CHECK ☒ IF APPLICABLE

CERTIFICATION IS FOR THE AWARD OF A GRANT OR COOPERATIVE AGREEMENT EXCEEDING  
 \$100,000

OR

A FEDERAL LOAN EXCEEDING \$150,000

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement

- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award document for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify accordingly

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC 1352. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure

As the authorized certifying official, I hereby certify that the certifications in Parts A, B, and C (if C is applicable) are true.



SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL

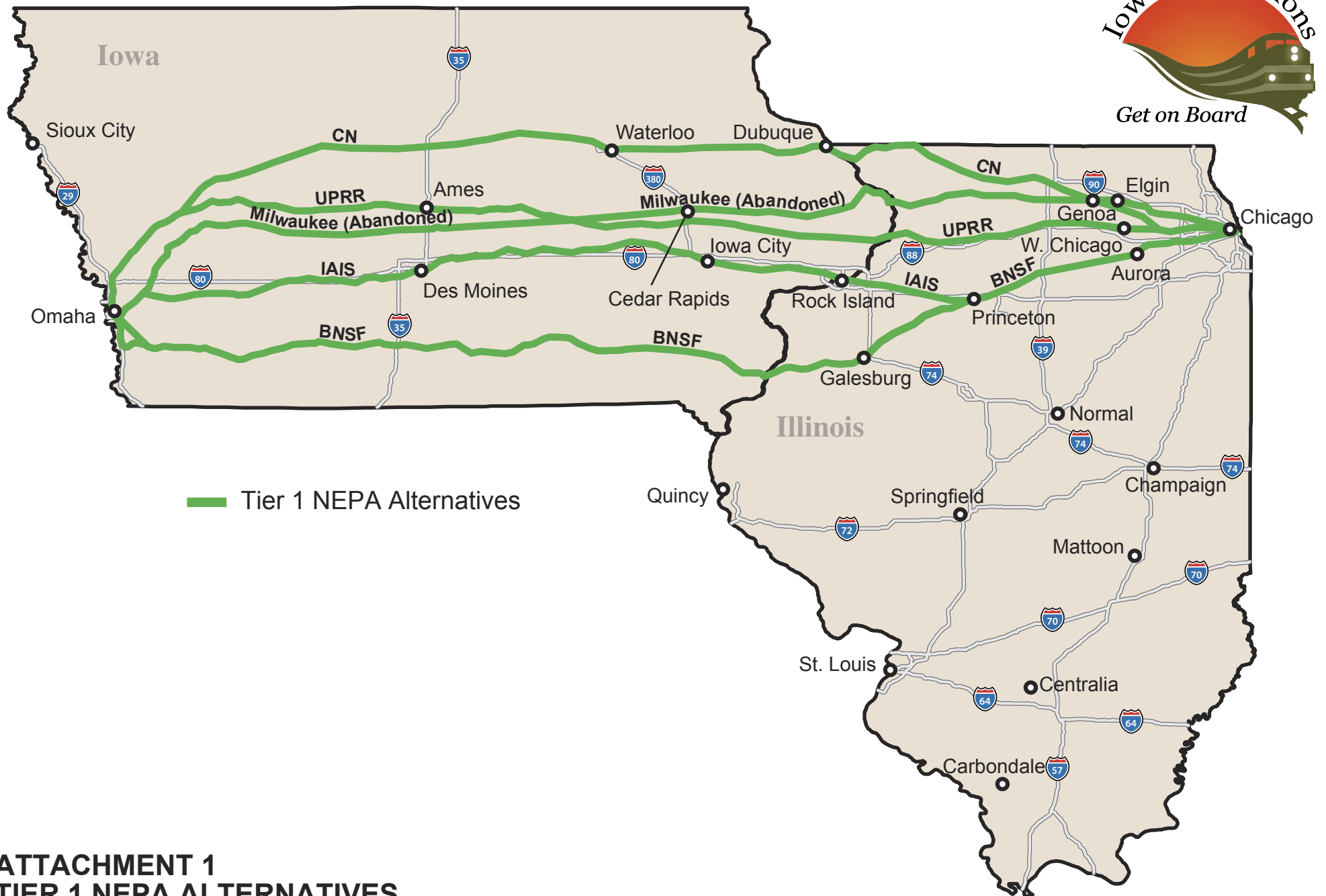
Stuart Anderson, Planning, Programming + Modal Division Director  
TYPED NAME AND TITLE

8/21/2009  
DATE



## Upload #7

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 1



## ATTACHMENT 1 TIER 1 NEPA ALTERNATIVES

High Speed Intercity Rail Program  
Track 3 - Omaha to Chicago  
Page 42 of 91

## Upload #8

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 2

## Planning

	2009		2010												2011									
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
<b>Service Level Tier 1 NEPA</b>																								
- Scoping and Develop Draft NEPA																								
- Purpose and Need																								
- Alternatives Analysis																								
- Prepare Draft NEPA																								
- Final NEPA and Record of Decision																								
- Prepare Final NEPA																								
- Record of Decision																								
- Public Involvement																								
<b>Service Development Plan</b>																								
<b>Preliminary Engineering</b>																								

## Implementation

	2009	2010				2011				2012				2013				2014				2015				2016				2017				2018				2019			
	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4				
Planning																																									
Track 2 Funding Application																																									
Segment 1																																									
Segment 2																																									
Segment 3																																									
Segment 4																																									

\* Dates are illustrative for planning purposes

### LEGEND

- Planning Activities
- Tier 2 NEPA/Preliminary Engineering
- Final Design
- Construction

## ATTACHMENT 2 SCHEDULE

High Speed Intercity Rail Program  
Track 3 – Omaha to Chicago

## Upload #9

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 3



## ATTACHMENT 3 PROJECT LOCATION MAP

High Speed Intercity Rail Program  
Track 3 - Omaha to Chicago



**Illinois Department  
of Transportation**



**Iowa Department  
of Transportation**

## Upload #10

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 4

**MEMORANDUM OF UNDERSTANDING**  
**Between**  
**Illinois Department of Transportation**  
**And**  
**Iowa Department of Transportation**  
**For**  
**The Implementation of Rail Passenger Service on Two Corridors**  
**Linking Cities in their Respective States**

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by and between the Illinois Department of Transportation (Illinois DOT) and the Iowa Department of Transportation (Iowa DOT), (collectively, the "Agencies"), for the purpose of coordinating and documenting each agency's responsibilities in implementing actions relating to the establishment of passenger rail service, to be operated by a major railroad company from Chicago to Iowa City and from Chicago to Dubuque and the cities in between ("the Corridors").

WHEREAS, based on planning work conducted by the Midwest Regional Rail Initiative ("MWRRI"), and on feasibility studies conducted by the National Railroad Passenger Corporation ("AMTRAK") for both states, Illinois DOT and Iowa DOT agree to move forward with efforts to expand the Midwest passenger rail network to offer passenger rail service in the Corridors.

WHEREAS, Illinois DOT and Iowa DOT agree to cooperate and coordinate the planning and implementation of passenger rail service in the Corridors and to share certain costs associated with the preparation and operation of these routes as described below, based on capital and operating cost estimates outlined in the following Amtrak reports:

1. "Feasibility Study on Proposed Amtrak service: Chicago to Iowa City, Iowa via Quad Cities", revised April 2008, hereafter known as "The Quad Cities Study"; and
2. "Feasibility Report on Proposed Amtrak Service: Chicago-Rockford-Galena-Dubuque", revised June 2007, hereafter known as "The Dubuque Study."

WHEREAS, Illinois DOT and Iowa DOT agree to cooperate and coordinate the planning and implementation of passenger rail service in the Corridors and to share certain costs associated with the preparation and operation of these routes, as part of the base application for stimulus funding under the American Recovery and Reinvestment Act ("ARRA") to support passenger rail service.

WHEREAS, Illinois DOT and Iowa DOT agree that the agencies will mutually support each individual ARRA application by the two states, and that this agreement shall be subordinate to any multi-state MOU the two states enter into regarding the implementation of high-speed passenger rail service connections involving corridors between Midwestern states.

NOW, THEREFORE, be it resolved that Illinois DOT and Iowa DOT agree as follows:

- a. Illinois DOT will be responsible for coordinating with owner railroads to plan, finance and complete track and signal work within its state boundaries, which is necessary for the implementation of passenger rail service in the Corridors listed above;
- b. Iowa DOT will be responsible for coordinating with owner railroads to plan, finance and complete track and signal work within its state boundaries which is necessary for the implementation of passenger rail service in the Corridors;
- c. Illinois DOT and Iowa DOT will be separately responsible for executing operating agreements with passenger rail service operators that will specify the service parameters, equipment allocation, promotional arrangements, operating costs and other obligations, for providing passenger rail service within the boundaries of each state; and



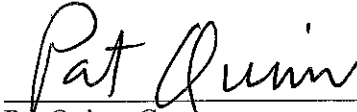
- d. Illinois DOT and Iowa DOT will share the cost of operating passenger rail service and the cost of equipment for providing passenger rail service from Chicago to Iowa City based on the mileage percentage – 73% (158.6 miles) in Illinois and 27% (59.3 miles) in Iowa - identified in "The Quad Cities Study"; and will share the cost of operating passenger rail service and the cost of equipment for providing passenger rail service from Chicago to Dubuque based on the projected ridership percentage – 83% in Illinois and 17% in Iowa - identified in "The Dubuque Study."

Illinois DOT and Iowa DOT will be separately responsible for coordinating with each state's local communities on each route to provide station facilities for passenger waiting and boarding.

BE IT FURTHER RESOLVED that the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of the Corridors for the implementation of passenger rail service.

AND FINALLY BE IT RESOLVED THAT, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to ensure that the goal of expanding the Midwest passenger rail network to offer passenger rail service for the Corridors is developed in cooperation to the maximum extent possible; to ensure that the project is developed in full compliance with Federal and State requirements; and to ensure that there is maximum communication and minimum duplication of effort.

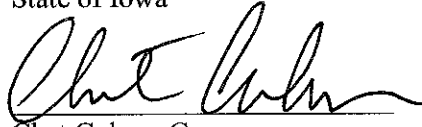
State of Illinois



Pat Quinn, Governor

Date July 27, 2009

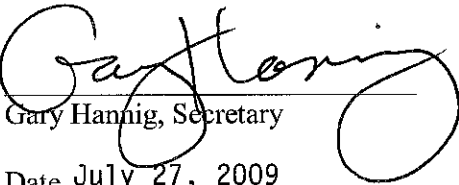
State of Iowa



Chet Culver, Governor

Date July 27, 2009

Illinois Department of Transportation



Gary Hannig, Secretary

Date July 27, 2009

Iowa Department of Transportation



Nancy Richardson, Director

Date July 27, 2009

## Upload #11

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 5



## **MEMORANDUM OF UNDERSTANDING**

**Involving**

**State of Illinois,**

**State of Indiana,**

**State of Iowa,**

**State of Michigan,**

**State of Minnesota,**

**State of Missouri,**

**State of Ohio,**

**State of Wisconsin, and**

**City of Chicago**

**For**

**The Implementation of High-Speed Rail Passenger Service and Connections**

**Involving Corridors Linking Cities in their Respective States**

This Memorandum of Understanding (MOU) is entered into this 27th day of July, 2009, by the Governors in eight Midwestern states, including Illinois, Indiana, Iowa, Michigan, Minnesota, Missouri, Ohio and Wisconsin, and the Mayor of the City of Chicago (MOU Participants) for the purpose of coordinating and documenting individual applications to the Federal Railroad Administration (FRA) for funding from the American Recovery and Reinvestment Act of 2009 (ARRA) to develop the Chicago Hub High-Speed Rail Corridor (Midwest corridor). The Midwest corridor will connect cities throughout the Midwest with frequent and reliable high-speed and conventional intercity rail service, and will provide service connections to adjoining regional corridors.

This MOU establishes MOU Participants' respective roles and responsibilities in implementing actions relating to the establishment of high-speed and conventional intercity rail passenger service. This rail service is to be operated along corridors established as part of the Midwest Regional Rail Initiative (MWRRRI), a collaborative effort by managers and directors of Midwestern State transportation agencies, established in 1996, to plan the rail priorities of the region. This MOU also recognizes Chicago as the hub of Midwestern rail operations, which is consistent with plans outlined in the FRA's "Vision for High-Speed Rail in America" and the regional vision for a Midwest corridor. This MOU further recognizes the importance of adjoining and complementary corridors not specifically recognized in the MWRRRI plan, for purposes of connecting and providing service to all parts of the nation.

WHEREAS, the Chicago Hub is the center of our country's rail transportation network and includes regional intercity/interstate passenger rail corridors serving the multistate Midwestern region with corridor connections to the East Coast, to the West Coast, to the Gulf Coast and to Canada.

WHEREAS, the Midwest Regional Rail Initiative (MWRRRI) and the Ohio and Lake Erie Regional Rail (Ohio Corridor), are collaborative efforts established to plan the rail priorities of the multistate Midwest region.

WHEREAS, all MOU Participants agree upon, support and understand the national and Midwest regional priority and importance of a nationwide network including a Chicago Hub that could host trains traveling up to 110 miles per hour serving major cities and mid-sized cities across the region, along with connections to adjoining regional corridors, as envisioned and outlined by President Obama and U.S. Transportation Secretary LaHood.

WHEREAS, the Congress of the United States has made available to the various states a total of \$8 billion in funds through ARRA for the purpose of funding the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) to establish and improve high-speed passenger rail service throughout the nation.

WHEREAS, all participating states, in partnership with the FRA, agree to advocate for additional appropriations through Congress, in support of these collaborative efforts.

WHEREAS, all MOU Participants agree upon and support a regional and national vision for developing a high-speed and conventional rail network across the Midwest that will provide expanded and ongoing service opportunities throughout the region, with connections to corridors across the nation.

WHEREAS, all MOU Participants recognize a priority to establish high-speed rail service from the Chicago Hub to corridors consisting of Chicago-St. Louis, Chicago to Milwaukee-Madison, and Chicago to Detroit-Pontiac, that would form a high-speed hub in the heart of the nation with high-speed and conventional passenger train service connections radiating to seven other Midwestern states and beyond:

- Connecting to the East by way of Indiana with the Ohio network and service to Toledo and the 3C Corridor: Cleveland-Columbus-Dayton-Cincinnati;
- Connecting to the Southeast to Indianapolis, Indiana and Cincinnati, Ohio;
- Connecting to the Northeast to Grand Rapids/Holland and Port Huron, Michigan;
- Connecting to the North to Green Bay, Wisconsin;
- Connecting to the Northwest to the Twin Cities of Minnesota;
- Connecting to the Southwest and West through St. Louis to Kansas City, Missouri;
- Connecting to the South to Carbondale, Illinois;
- Connecting to the West to Quad Cities, Ill.-Iowa City, Iowa-Des Moines, Iowa-Omaha, Neb.; and to Quincy, Illinois.

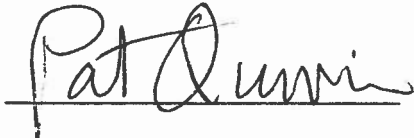
NOW, THEREFORE, be it resolved that the Governors and the Mayor of Chicago agree they will:

- Establish a high-level, multi-state steering group with a representative from each signatory to this MOU. The purpose of the Midwest Rail Steering Group will be to coordinate the region's applications and work associated with all ARRA application to provide guidance, leadership and a single advocacy voice in support of the region's collective high-speed rail priorities. The Steering Group shall identify a point of contact between MOU Participants and the U.S. Department of Transportation.
- Coordinate and cooperate fully in support of each MOU Participant's individual state applications for high-speed and intercity rail funding.
- Coordinate and negotiate with the major railroads to sign agreements for the development of high-speed rail corridors, and the identified individual projects by stated priority.
- Be free to pursue individual memoranda of agreement or understanding among MOU Participants, related to specific projects involved in support of the overall application and vision for the Midwest corridor.
- Be separately responsible for any and all work taking place within their respective state boundaries.
- Allow other Midwestern or contiguous states the opportunity to join in this MOU at any time if they are willing to support all aspects of the agreement in place.

BE IT FURTHER RESOLVED THAT the parties may mutually agree in writing to amend this MOU and to develop such additional provisions and procedures as they determine to be necessary in order to pursue the development of high-speed and conventional intercity passenger rail service.

AND, FINALLY, BE IT RESOLVED THAT in signing this MOU, the undersigned understand and accept the roles and responsibilities assigned to each of the parties. Each of the parties agrees to cooperate to the maximum extent possible to ensure that the project is developed in full compliance with Federal and State requirements and to ensure that there is maximum communication and minimum duplication of effort.

State of Illinois



Pat Quinn, Governor

Date 7/27/09

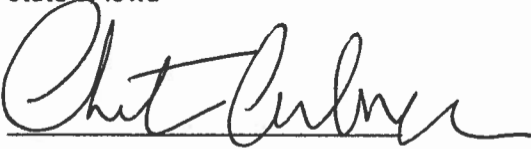
State of Indiana



Mitch Daniels, Governor

Date 7/27/09

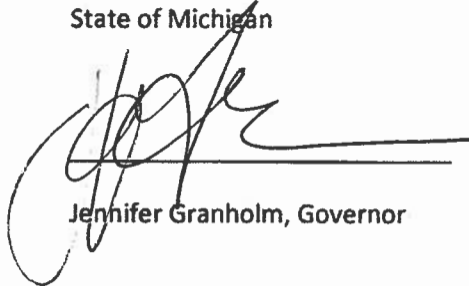
State of Iowa



Chet Culver, Governor

Date 7/27/09

State of Michigan



Jennifer Granholm, Governor

Date 7/27/09

State of Missouri



Jay Nixon, Governor

Date 7/27/09

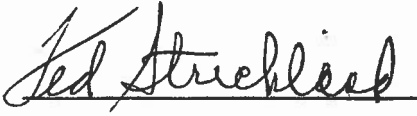
State of Minnesota



Tim Pawlenty, Governor

Date 7/27/09

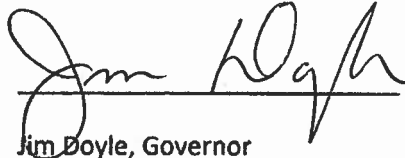
State of Ohio



Ted Strickland, Governor

Date 7/27/09

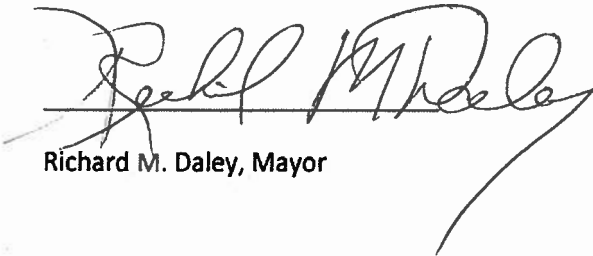
State of Wisconsin



Jim Doyle, Governor

Date 7/27/09

City of Chicago



Richard M. Daley, Mayor

Date 7/27/09

## Upload #12

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 6



## **Governor Culver Announces Approval Of \$500,000 To Advance Passenger Rail**

### **I-JOBS-Funded Projects Help Create Jobs, Improve Infrastructure**

DES MOINES – Governor Chet Culver announced that \$500,000 in I-JOBS support to the Passenger Rail Service Revolving Fund was approved by the Iowa Transportation Commission today to advance passenger rail service in Iowa.

"Expanding passenger rail service in Iowa is one of my top transportation priorities," said Governor Culver.

"We are already at work to reconnect some of Iowa's largest cities – such as Dubuque, Iowa City and the Quad Cities – to Chicago. These funds will help in our work to expand passenger service across Iowa, and contribute to our state's economic strength."

Last month, Governor Culver announced that the Iowa Department of Transportation (DOT) submitted [pre-applications](#) to the Federal Railroad Administration for funding of seven intercity passenger rail projects under the American Recovery and Reinvestment Act of 2009 (Recovery Act). I-JOBS funds approved today will be used for important application preparation steps, such as engineering and environmental studies. These initial steps will pave the way for the Iowa DOT's full Recovery Act grant applications to fund expansion of passenger rail service in Iowa.

Iowa Code Section 327J establishes the Passenger Rail Service Revolving Fund. Monies deposited into the fund shall be used to pay the costs associated with the initiation, operation and maintenance of passenger rail service. In FY 2010, \$3 million was appropriated to the fund through I-JOBS legislation.

The Culver/Judge I-JOBS program will invest \$830 million over the next two years to create and retain jobs, strengthen the economy, recover from last year's natural disasters, and improve Iowa's infrastructure. The funds will be used to upgrade Iowa's roads and bridges, invest in renewable energy projects, improve water quality, and upgrade public facilities such as the Iowa Veterans Home. I-JOBS is funded with existing gaming revenue, meaning no increase in taxes.

For more information on I-JOBS, visit [www.ijobsiowa.gov](http://www.ijobsiowa.gov).

## Upload #13

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 7

2009 Iowa Code  
Title VIII TRANSPORTATION  
Subtitle 3 CARRIERS  
CHAPTER 327J PASSENGER RAIL SERVICE

327J.1 Definitions.  
327J.2 Passenger rail service revolving fund.  
327J.3 Administration.

327J.1 Definitions.

As used in this chapter, unless the context otherwise requires:

1. "AMTRAK" means the national railroad passenger corporation created under 45 U.S.C. § 541.
2. "Department" means the state department of transportation.
3. "Director" means the director of transportation.
4. "Fund" means the passenger rail service revolving fund created under section 327J.2.
5. "Midwest regional rail system" means the passenger rail system identified through a multistate planning effort in cooperation with AMTRAK.

92 Acts, ch 1210, §2; 2000 Acts, ch 1168, §1

327J.2 Passenger rail service revolving fund.

1. Fund created. The passenger rail service revolving fund is established as a separate fund in the state treasury under the control of the department. Moneys deposited in the fund shall be administered by the director and shall be used to pay the costs associated with the initiation, operation, and maintenance of rail passenger service.
2. Funding. To achieve the purposes of this chapter, moneys shall be credited to the passenger rail service revolving fund by the treasurer of state from the following sources:
  - a. Private grants and gifts intended for these purposes.
  - b. Federal, state, and local grants and loans intended for these purposes.
3. No reversion. Notwithstanding section 8.33, any balance in the fund on June 30 of any fiscal year shall not revert to the general fund of the state.

92 Acts, ch 1210, §3

Legislative intent that moneys directed to be deposited in road use tax fund under §312.1 not be used for loans, grants, or other financial assistance for passenger rail service; 2000 Acts, ch 1168, §4

### 327J.3 Administration.

1. The director may expend moneys from the fund to pay the costs associated with the initiation, operation, and maintenance of rail passenger service. The director shall report by February 1 of each year to the legislative services agency concerning the status of the fund including anticipated expenditures for the following fiscal year.
2. The director may enter into agreements with AMTRAK and other states associated with the midwest regional rail system for the purpose of developing a rail passenger system serving the midwest, including service from Chicago, Illinois, to Omaha, Nebraska, through Iowa. The agreements may include any of the following:
  - a. Cost-sharing agreements associated with initiating service, capital costs, operating subsidies, and other costs necessary to develop and maintain service.
  - b. Joint powers agreements and other institutional arrangements associated with the administration, management, and operation of a midwest regional rail system.
3. The director shall enter into discussions with members of Iowa's congressional delegation to foster rail passenger service in this state and the midwest and to maximize the level of federal funding for the service, including funding for the midwest regional rail system.
4. The director may provide assistance and enter into agreements with cities along the proposed route of the midwest regional rail system or other passenger rail system serving the midwest to ensure that rail stations and terminals are designed and developed in accordance with the following objectives:
  - a. To meet safety and efficiency requirements outlined by AMTRAK and the federal railroad administration.
  - b. To aid intermodal transportation.
  - c. To encourage economic development.
5. The director shall report annually to the general assembly concerning the development and operation of the midwest regional rail system and the state's passenger rail service.

92 Acts, ch 1210, §4; 2000 Acts, ch 1168, §2; 2003 Acts, ch 35, §45, 49

## Upload #14

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 8

In an environment of rising oil prices, MWRRS will offer an energy-efficient and cost-effective alternative to air and automobile travel that will connect businesses and individuals with cities and towns across the Midwest.



**For more information, please contact:**

Iowa Department of Transportation  
Office of Rail Transportation  
800 Lincoln Way  
Ames, IA 50010  
(515) 239-1653  
[www.iowarail.com](http://www.iowarail.com)

All economic figures sourced to: Transportation Economics and Management Systems, Inc.

## Benefiting Iowa's Economy



### The Midwest Regional Rail System is a transportation network for the 21st Century.

- 3,000-mile rail network connecting Iowa with 8 other Midwest states
- Significantly reduced travel times
- Increase in train frequencies
- Improved on-time performance

## Introduction

The Midwest Regional Rail System (MWRRS) will significantly improve the level and quality of passenger rail service in Iowa. The system will contribute to economic growth and strengthen the state's manufacturing, service, and tourism industries.

## User Benefits

MWRRS will generate a \$500-\$700 million user benefit for Iowa; this represents the overall savings to users of the state's transportation network derived from the system. Sources that produce this benefit are:

- The reduction in travel times that users of MWRRS receive
- The reduction in travel times and costs that users of other transportation modes receive as a result of lower congestion levels
- Reductions in emissions as a result of travelers being diverted from air, bus and auto to MWRRS

### EXAMPLE TRAIN TRAVEL TIMES FOR IOWA ROUTES

City Pairs	MWRRS (EXPRESS)	Auto Drive Time
Chicago-Des Moines	5hr 4 min	5hr 31min
Des Moines-Omaha	1hr 58min	2hr 20min
Rock Island-Des Moines	2hr 35min	2hr 53min

## Community Benefits

MWRRS will improve access between Iowa communities. This access supports existing industries, fosters the growth of new businesses and expands the job base.

1,000 New Permanent Jobs in Iowa  
\$17 Million of Extra Household Income in Iowa

## Station Development Benefits

Increased train operations from MWRRS will lead to rising property values and significant joint (public-private) development opportunities near stations. These multimodal stations will bring together many modes of travel at a single location.

Increased Joint Development Potential in Iowa (in \$ millions):	
<u>Station</u>	<u>Property Value Increase</u>
Iowa City	\$14-\$21
Des Moines	\$8-\$12
Newton	\$3-\$5
Atlantic	\$0.2-\$0.3

## Environmental Benefits

MWRRS provides a good alternative to auto and air travel that promotes potential environmental benefits, including reduced air pollutant emissions, less land use, and fewer habitat and water resource impacts compared to expanding existing highways and airports.

## Upload #15

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 9

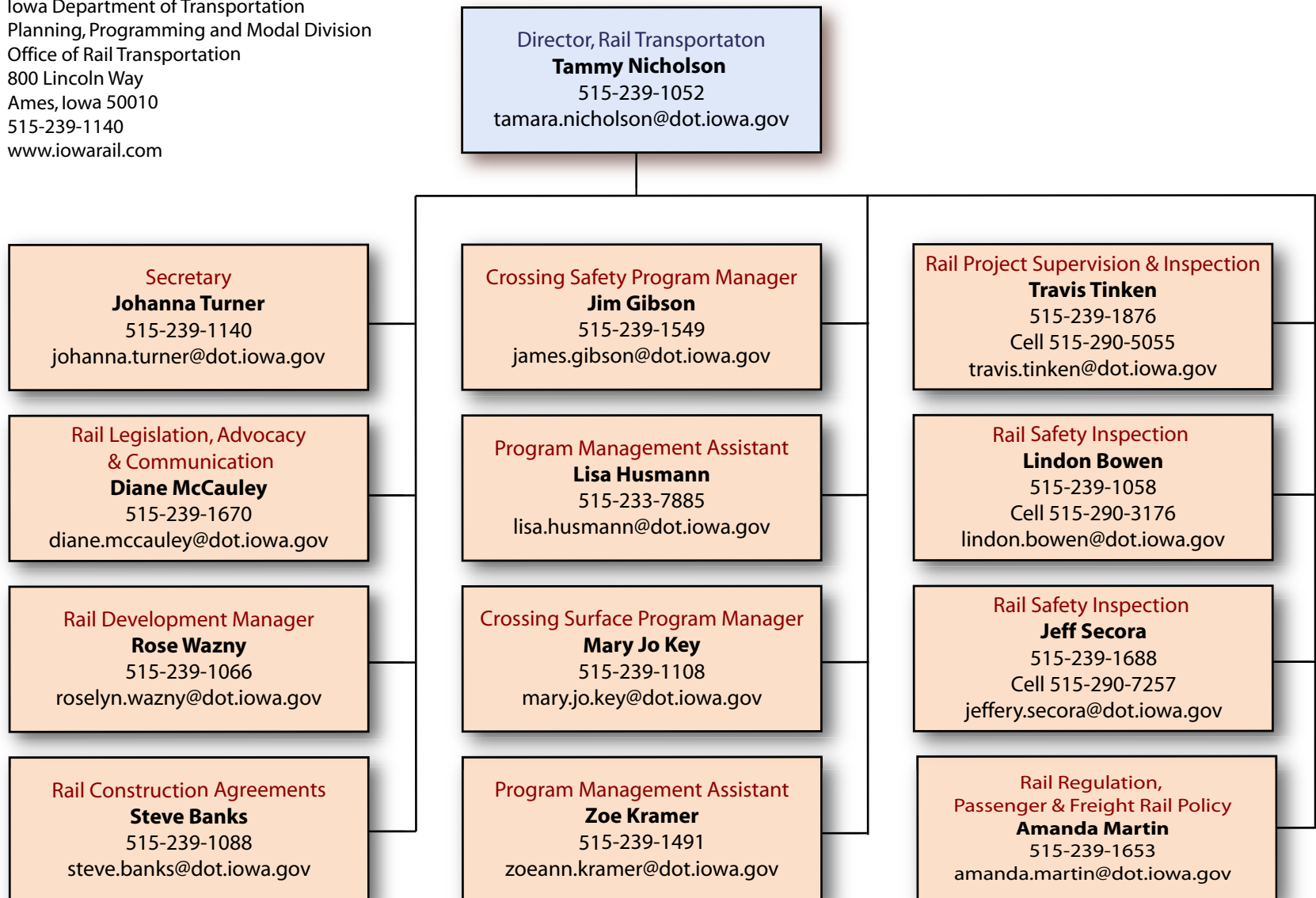




Iowa Department of Transportation  
 Planning, Programming and Modal Division  
 Office of Rail Transportation  
 800 Lincoln Way  
 Ames, Iowa 50010  
 515-239-1140  
 www.iowarail.com

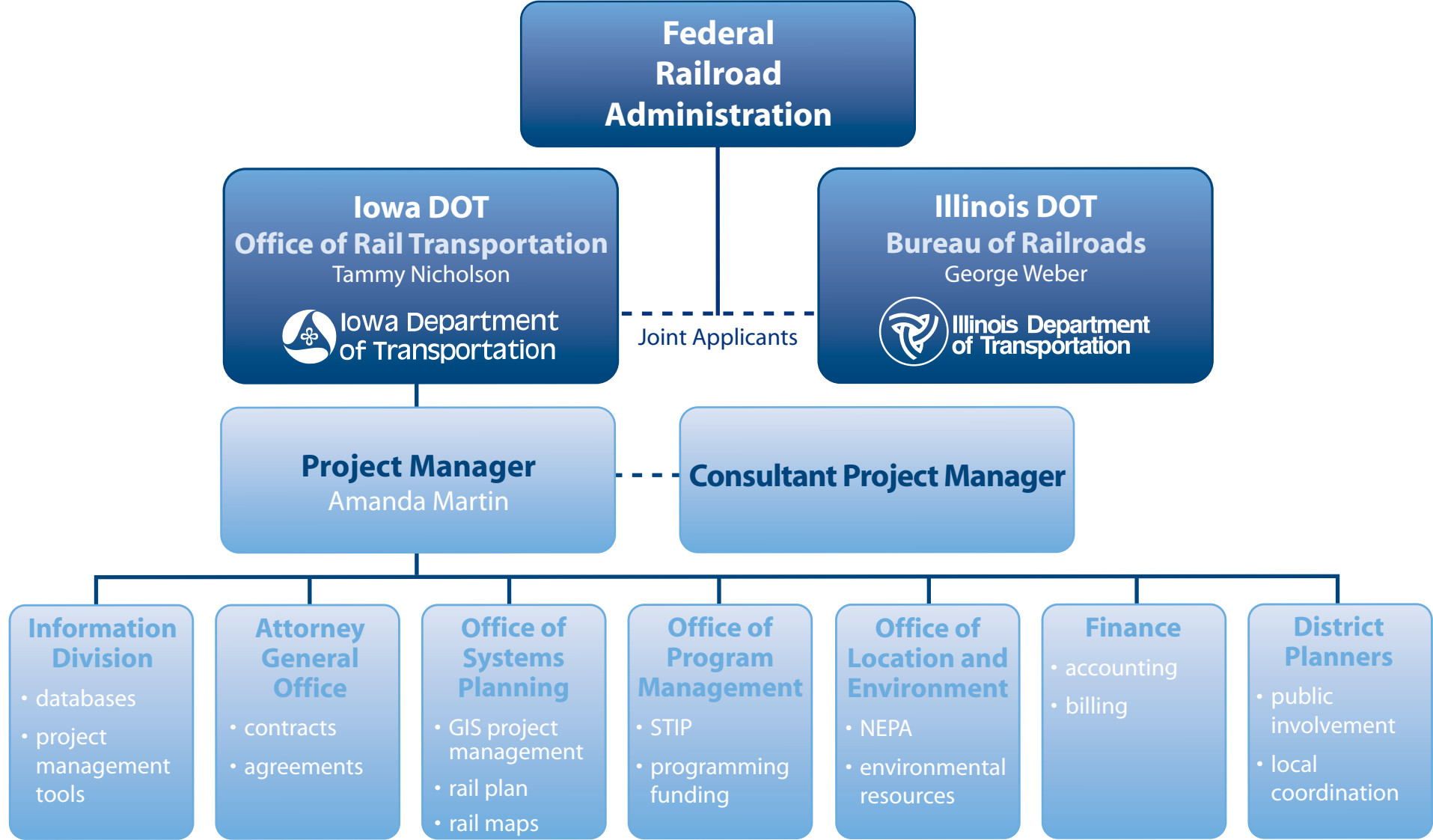
## Organization Chart

May 2009





# Project Management Organization



## Upload #16

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 10

## **Summary of Deliverables**

### **Tier 1 NEPA Document – Chicago to Omaha Passenger Rail Service**

Prepare a Tier 1 “Service Level” NEPA document (assumed to be an Environmental Impact Statement) for proposed new (or improved level of service and quality of the service) passenger rail service between Chicago, Illinois and Omaha, Nebraska. The Chicago to Omaha corridor is part of the Midwest Regional Rail Initiative (MWRRI) and under the MWRRI plan will be conventional service operating with a maximum speed of 79 miles per hour. The NEPA document will be prepared for the FRA by Iowa Department of Transportation in conjunction with Illinois Department of Transportation, and in partnership with Amtrak and the communities expected to be served by the new passenger rail service. The Tier 1 NEPA document will help Iowa DOT, Illinois DOT and FRA make decisions concerning the preferred corridor, the location of the termini, the location of the intermediate stops, the level of service, and the future phasing of the Tier 2, or project level activities.

### **1.Scoping of the NEPA Document**

- a)Prepare the Draft Purpose and Need Statement
- b)Prepare Public Involvement Plan
- c)Conduct agency meeting on purpose and need
- d)Provide FRA with draft Notice of Intent
- e)Conduct public scoping meetings in the major communities along the corridors,
- f)Prepare a summary of the scoping comments

### **2.Prepare Draft NEPA Document**

- a)Finalize Purpose and Need
- b)Prepare alternatives analysis and identify alternatives to be evaluated in detail,
- c)Conduct agency meeting on alternatives to be analyzed
- d)Conduct public outreach on alternatives selection
- e)Agency coordination on Alternatives to be carried forward
- f)Prepare description of existing environment for each resource area
- g)Conduct impact analysis for each resource area
- h)Conduct one-on-one meetings with affected communities
- i)Conduct agency meeting on preferred alternative
- j)Public outreach on preferred alternative
- k)Prepare preliminary Draft NEPA document
- l)Facilitate Iowa DOT and Illinois DOT review of the preliminary Draft NEPA document
- m)FRA Review of the preliminary Draft NEPA Document
- n)Finalize the Draft NEPA Document

### **3.Prepare Final NEPA Document**

- a)Publish the Draft NEPA document for public comment
- b)Conduct Public meetings on the Draft NEPA document
- c)Prepare responses to comments

- d) Prepare Preliminary Final NEPA document
- e) Facilitate Iowa DOT and Illinois DOT review of the preliminary Final NEPA document
- f) Facilitate FRA review of the preliminary Final NEPA document
- g) Publish the Final NEPA document

#### **4. Prepare Draft Record of Decision**

- a) Collect and evaluate any comments on the Final NEPA Document
- b) Identify all mitigation conditions
- c) Prepare draft Record of Decision

### **Feasibility Study / Alternatives Analysis (to the extent needed)**

Coordination with FRA will be required to determine the appropriate level of alternatives analysis required. For purposes of the grant application, it is assumed that two to three alternatives will need to be studied in detail as part of the Tier 1 NEPA process. To support this effort, this deliverable includes conducting an Alternatives Analysis Study that considers projected ridership, capital costs (infrastructure and rolling stock), operating costs, and revenue projections for the alternatives. The 1998 Iowa Rail Route Alternatives Analysis, 2009 Iowa Rail Route Analysis (currently be conducted for the MWRRI), and the MWRRI will be used as a starting point for this study. Note that the stakeholder outreach required for this analysis is included in the service level NEPA scope.

1. Multimodal Analysis of Omaha to Chicago.
2. Detailed Route Alternative Analysis to determine projected ridership and revenue. Approximate capital costs and annual operating costs will be developed for multiple alternatives, and preliminary timetables will be developed.
3. Segment analysis to evaluate ridership and revenue projections for a staged implementation approach. Analysis will be utilized to assist in determining segments of independent utility for the Tier 2 studies, and the revenue and operating expenses for these segments.

### **Service Development Plan**

Complete Service Development Plan requirements per the FRA guidance. Build on the previous work done in the MWRRI, the 1998 Iowa Rail Route Alternatives Analysis, and the 2009 Iowa Rail Route Alternatives Analysis.

1. Update the existing corridor assessment.
2. Conduct corridor level economic analysis including job creation. Include economic benefit in Nebraska, Iowa, and Illinois from proposed project.
3. Detail specific sustainability measures that can be considered in all aspects of the "Green Line" project, and costs and future savings for these measures. Determine corridor specific energy savings estimates.
4. Update the project implementation plan.
5. Evaluate rail capacity improvements required considering 20 year passenger and freight rail projections.
6. In coordination with the States and other stakeholders, complete a project

management plan and financial plan.

## **Preliminary Engineering**

Following substantial completion of the service development plan, feasibility study and identification of a preferred alternative route, the preliminary engineering (PE) will be developed. Efforts will be focused on identifying improvements to the existing infrastructure which are necessary to allow implementation of 79 mph passenger rail service for the preferred alternative route.

1. **Data Collection & Field Reconnaissance** - Data collection efforts will include reviewing: studies completed to date, route characteristics as defined by railroad track charts and aerial mapping, FRA/DOT grade crossing inventory data, Amtrak guidance documents on station and layover facilities and other readily data source and pertinent to the project., A field reconnaissance will be performed, including a hi-rail trip, to evaluate the existing condition of the railroad and to identify infrastructure improvements that will need to be made as part of the project to support the proposed passenger train service. During the field reconnaissance an emphasis will be placed on collecting data on track, structures, grade crossings, wayside signaling and other project elements which are key to safety and have a significant impact on project costs.
2. **Preliminary Engineering (PE).** Based on the data collected during the feasibility study/alternatives analysis, desktop review of past Amtrak/MWRRRI studies, and field reconnaissance, an evaluation of the current infrastructure will be made and compared to the requirements for passenger service on the route. In coordination with the States, Amtrak, and the host railroads, preliminary engineering will be performed to identify the necessary infrastructure improvements and will serve as the basis for estimating the infrastructure costs for the project. The PE will fully meet the FRA Preliminary Engineering requirements, and include proposed track changes, track removals, geometry, turnout sizes, public and private at-grade crossings, and a brief review of passenger stations. All private and public at-grade crossings will be reviewed and proposed improvements to meet current FRA requirements will be identified. Drawings will be developed depicting the existing condition and the required improvements. The drawings will include:
  - 1" = 500' aerial based plan/profile drawings – rural areas
  - 1" = 100' aerial based plan drawings for congested areas, stations and layover facility
  - 1" = 100' aerial based drawings for complicated at-grade crossing areas
3. **Infrastructure Cost Estimate and Narrative.** Based on the data collection, evaluation of existing conditions and assessment of required improvements for 79 mph passenger rail service, preliminary quantities will be developed and unit prices will be applied to produce a preliminary cost estimate for the infrastructure elements of the project. A narrative describing the methodology and assumptions used in the estimate development will be prepared. Unit prices will be coordinated with the host railroads.
4. **Segmentation for Future Tier 2 Studies.** Task includes engineering support to assist in determining segments of independent utility for the Tier 2 studies.

## Upload #17

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 11

## **Future Upgrade to High Speed Rail**

The Chicago to Omaha Intercity Passenger Rail Corridor is one element of the Midwest Regional Rail System (MWRRS). The MWRRS is a proposed system of high speed and intercity passenger rail corridors in the Midwest sponsored by nine Midwest states that have banded together to create the Midwest Regional Rail Initiative (MWRRRI). As envisioned in the MWRRRI, the Chicago to Omaha corridor would be operated at a conventional speed of 79 miles per hour. At this time Iowa DOT and Illinois DOT, and the other proponents of the Chicago to Omaha service do not envision operating speeds above 79 miles per hour. However, the proponents intend to monitor the progress of high speed passenger rail as it is developed on other MWRRS corridors. Iowa DOT and Illinois DOT envision that as high speed rail is introduced into the MWRRS the high speed rail technology and equipment will improve and the cost to implement the service may decrease. In addition as service and ridership grows on the Chicago to Omaha intercity passenger corridor there may be a need to look at various service improvements, including speed. Therefore, Iowa DOT and Illinois DOT intend to continually monitor the technology for high speed rail and the needs of the Chicago to Omaha stakeholders, and if appropriate will study the potential for high speeds on the Chicago to Omaha corridor at some point in the future.



## Upload #18

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 12

Douglas County, NE  
Bennington  
Boys Town  
Omaha  
Omaha City Council  
Ralston  
Valley  
Waterloo

Sarpy County, NE  
Bellevue  
Gretna  
La Vista  
Papillion  
Springfield

Washington County, NE  
Arlington  
Blair  
Fort Calhoun  
Herman  
Kennard  
Washington

Mills County, IA  
Emerson  
Glenwood  
Hastings  
Henderson  
Malvern  
Pacific Junction  
Silver City

Pottawattamie County, IA  
Avoca  
Carson  
Carter Lake  
Council Bluffs  
Crescent  
Hancock  
Macedonia  
McClelland  
Minden  
Neola  
Oakland  
Treynor  
Underwood  
Walnut

Bellevue Public Schools  
Council Bluffs Airport  
Authority  
Council Bluffs Planning  
Commission  
Golden Hills Resource  
Conservation & Development  
District  
Iowa Western Community  
College  
Metro Area Transit  
Metropolitan Community  
College  
Metropolitan Utilities District  
Miliard Public Schools  
Miliard Suburban Fire District  
Omaha Airport Authority  
Omaha Housing Authority  
Omaha Planning Board  
Omaha Public Power District  
Papillion / La Vista Public  
Schools  
Papio - Missouri River  
Natural Resources District  
Pony Creek Drainage  
District  
Ralston Public Schools  
District #5

## METROPOLITAN AREA PLANNING AGENCY

2222 Cuming Street, Omaha, Nebraska 68102-4328  
Phone: (402) 444-6866 Fax: (402) 342-0949  
Email: [mapa@mapacog.org](mailto:mapa@mapacog.org) [www.mapacog.org](http://www.mapacog.org)  
In the MAPA Region: 1-800-827-6866



August 18, 2009

Nancy J. Richardson  
Director  
Iowa DOT  
800 Lincoln Way  
Ames, IA 50010

Dear Director Richardson:

MAPA enthusiastically supports the Iowa DOT Track 3 Planning application for passenger rail service from Chicago to Omaha. Completing this Track 3 Planning now will get the route further developed in the pipeline and thus allow it to be eligible for future rounds of funding.

The Omaha-Council Bluffs area has a history of passenger rail advocacy and has long been a proponent of a passenger rail connection between Omaha-Council Bluffs and Chicago. The presence of such a rail line would provide benefits, both economic and environmental - to a wide swath of middle America. It is because of a belief that this passenger rail connection would provide a needed service to the citizens of the Omaha-Council Bluffs metro area, that MAPA was active in the early years of Midwest Regional Rail Initiative (MWRRI) and contributed funding to the overall development of the MWRRI system.

The existence of a passenger rail connection would enable travel by segments of the population that are unable for a variety of reasons to use airlines and perhaps do not have access to automobiles, either, because of age, income or disability. A passenger rail line would also encourage economic development all along its route.

It takes years of study and planning before a project becomes reality and it is for this reason that we need to start now to take steps to make a passenger rail connection between Omaha and Chicago not just an idea, but a fact. The Track 3 Planning Study will help this effort by attracting future funding that will move the project "out of the station and along the track". We urge you to undertake this study and support the Iowa DOT's Tract 3 Planning Study application!

Sincerely,

Paul F. Mullen  
Executive Director



OFFICE OF:  
MAYOR

August 14, 2009

Nancy J. Richardson  
Director  
Iowa DOT  
800 Lincoln Way  
Ames, IA 50010

Dear Director Richardson:

We hereby enthusiastically support the Iowa DOT Track 3 Planning application for passenger rail service from Chicago to Omaha. Completing this Track 3 Planning now will get the route further developed in the pipeline and thus allow it to be eligible for future rounds of funding.

The Omaha-Council Bluffs area has a history of passenger rail advocacy and has long been a proponent of a passenger rail connection between Omaha-Council Bluffs and Chicago. The presence of such a rail line would provide benefits, both economic and environmental - to a wide swath of middle America. It is because of a belief that this passenger rail connection would provide a needed service to the citizens of the Omaha-Council Bluffs metro area, that we have supported the Midwest Regional Rail Initiative (MWRRI) which identified passenger rail service from Chicago to Omaha through the Quad Cities, Iowa City and Des Moines.

The existence of a passenger rail connection would enable travel by segments of the population that are unable for a variety of reasons to use airlines and perhaps do not have access to automobiles, either, because of age, income or disability. A passenger rail line would also encourage economic development all along its route.

It takes years of study and planning before a project becomes reality and it is for this reason that we need to start now to take steps to make a passenger rail connection between Omaha and Chicago not just an idea, but a fact. The Track 3 Planning Study will help this effort by attracting future funding that will move the project "out of the station and along the track". We urge you to undertake this study and wholeheartedly support your Tract 3 Planning Study application!

Sincerely,



Tom Hawafan  
Mayor





City of Omaha  
Jim Suttle, Mayor

Office of the Mayor  
1819 Farnam Street, Suite 300  
Omaha, Nebraska 68183-0300  
(402) 444-5000  
FAX: (402) 444-6059

August 14, 2009

Nancy J. Richardson, Director  
Iowa DOT  
800 Lincoln Way  
Ames, IA 50010

Dear Director Richardson:

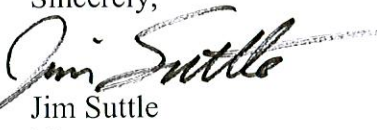
The Omaha-Council Bluffs area has a history of passenger rail advocacy and has long been a proponent of continued and expanded passenger rail between Omaha-Council Bluffs and Chicago. The presence of such a rail line would provide benefits, both economic and environmental – to a wide swath of middle America. It is because of a belief that this passenger rail connection would provide a needed service to the citizens of the Omaha-Council Bluffs metro area, that we have supported the Midwest Regional Rail Initiative (MWRRI), which identified passenger rail service from Chicago to Omaha through the Quad Cities, Iowa City and Des Moines.

We hereby enthusiastically support the Iowa DOT Track 3 Planning application for passenger rail service from Chicago to Omaha. Access to passenger rail is an important element of truly “multi-modal” mobility for America and our communities. Completing this Track 3 Planning now will get the route further developed in the pipeline and thus allow it to be eligible for future rounds of funding.

The existence of a passenger rail connection would enable travel by segments of the population that are unable, for a variety of reasons, to use airlines and perhaps do not have access to automobiles, either because of age, income or disability. A passenger rail line would also encourage economic development all along its route.

It takes years of study and planning before a project becomes reality and it is for this reason that we need to start now to take steps to make a passenger rail connection between Omaha and Chicago not just an idea, but a fact. The Track 3 Planning Study will help this effort by attracting future funding that will move the project “out of the station and along the track”. We urge you to undertake this study and wholeheartedly support your Tract 3 Planning Study application!

Sincerely,

  
Jim Suttle  
Mayor



## Council Bluffs Area Chamber of Commerce

Council Bluffs Convention & Visitors Bureau  
Pottawattamie County Growth Alliance

August 17, 2009

Nancy J. Richardson  
Director  
Iowa DOT  
800 Lincoln Way  
Ames, IA 50010

Dear Director Richardson:

The Council Bluffs Chamber of Commerce supports the Iowa DOT Track 3 Planning application for passenger rail service from Chicago to Omaha. Completing this Track 3 Planning now will get the route further developed in the pipeline and thus allow it to be eligible for future rounds of funding.

The Omaha-Council Bluffs area has a history of passenger rail advocacy and has long been a proponent of a passenger rail connection between Omaha-Council Bluffs and Chicago. The presence of such a rail line would provide benefits, both economic and environmental - to a wide swath of middle America. It is because of a belief that this passenger rail connection would provide a needed service to the citizens of the Omaha-Council Bluffs metro area, that we have supported the Midwest Regional Rail Initiative (MWRRI).

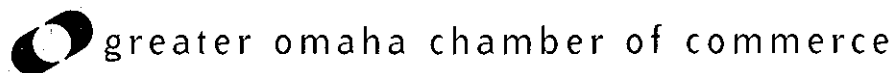
The existence of a passenger rail connection would enable travel by segments of the population that are unable for a variety of reasons to use airlines and perhaps do not have access to automobiles, either, because of age, income or disability. A passenger rail line would also encourage economic development all along its route.

The Track 3 Planning Study will help by attracting future funding that will move the project "out of the station and along the track". We urge you to undertake this study and wholeheartedly support your Tract 3 Planning Study application!

Sincerely,

Bob Mundt  
President/CEO

[www.councilbluffsiaowa.com](http://www.councilbluffsiaowa.com)



August 18, 2009

Nancy J. Richardson  
Director  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, Iowa 50010

Dear Director Richardson:

On behalf of the Greater Omaha Chamber, I am offering our strong support for Iowa's application for funding to plan new passenger rail service between Chicago and Omaha/Council Bluffs.

Enhancement of transportation infrastructure and service is an issue of the highest priority for the Omaha Chamber. And that includes highway, air, and rail transport.

Access to a community through efficient, safe, and reliable transportation systems is a vital element for economic development. A new passenger service linking Omaha and destinations in Iowa and Illinois would provide a very positive and complementary addition to the economic development efforts in the region and the communities served by the rail line.

We understand that this is a long-term effort. However, that underscores the timeliness of getting a corridor study underway.

Thank you for your time and efforts in this endeavor.

Regards,

A handwritten signature in black ink, appearing to read "David G. Brown", written over a horizontal line.

David G. Brown  
President and CEO

## Upload #19

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 13



CHESTER J. CULVER  
GOVERNOR

## OFFICE OF THE GOVERNOR

PATTY JUDGE  
LT. GOVERNOR

August 20, 2009

Honorable Ray LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Ave. S.E.  
Washington, DC 20590

RE: Iowa Track 3 Planning Grant Request – Chicago to Omaha

Dear Secretary LaHood:

On behalf of the state of Iowa and the Iowa Department of Transportation (DOT), I am writing in support of a High Speed Intercity Passenger Rail (HSIPR) Recovery Act competitive grant application which the Iowa DOT will be submitting on August 24. The purpose of the project is to plan for the creation of new regional intercity passenger rail service between Chicago and Omaha.

The new service will complete the vision established by the Midwest Regional Rail Initiative (MWRRI) and will provide timely and reliable passenger service between Chicago and Omaha. This planning study will be a major step in providing passenger rail service in this heavily populated corridor. This project has been developed in partnership with the Illinois DOT and has local support from communities all along the corridor.

I believe this investment will not only have a direct economic benefit through the creation and retention of construction-related jobs, but also provide long-term economic, safety, mobility and environmental benefits. I ask that this application be given your full consideration.

Sincerely,

Chester J. Culver  
Governor of Iowa





## Upload #20

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 14



August 17, 2009

Mrs. Nancy Richardson  
Director IDOT  
800 Lincoln Way  
Ames, IA 50010

Dear Nancy;

I am writing to you to memorialize my commitment to the passenger rail project that will operate over Iowa Interstate Railroad (IAIS) tracks within the State of Iowa. I have been a supporter of new passenger rail service in Iowa from the start. While we understand the preferred route from Omaha to Chicago is still yet to be determined, previous studies have shown that utilizing IAIS's existing freight line between Chicago and Iowa City is feasible. Since our current freight line has the capacity to fulfill the service outlined in previous studies, if this route becomes the preferred route between Chicago and Omaha, we would support this future service.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis H. Miller".

Dennis H. Miller  
President and CEO  
Iowa Interstate Railroad, LTD.

## Upload #21

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 15



Jim Young  
Chairman

August 24, 2009

Ms. Nancy Richardson  
Director  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Dear Ms. Richardson,

Union Pacific has actively participated in the Passenger Rail Advisory Committee sponsored by the Iowa Department of Transportation, and we have closely monitored the state's efforts to develop a passenger route from Chicago to Omaha that would serve the state's population centers.

The complicated railroad history of Iowa has left a tangled rail legacy in some of the state's larger cities. While we understand that your goal is to identify a single rail partner with the available capacity to absorb passenger service, we also understand that in some cities it may be desirable to operate passenger service on a short portion of Union Pacific track.

Union Pacific has worked with many states and communities to define the requirements for operating passenger rail service in proximity to a busy freight railroad. To do this, we have developed a well-defined set of passenger operating principles, which we look forward to sharing and discussing with you.

We would be pleased to work with the Iowa Department of Transportation to define the passenger operating requirements on the limited segments of Union Pacific track that you may identify.

Sincerely,

A handwritten signature in blue ink that reads "Jim Young".

## Upload #22

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 16

# United States Senate

WASHINGTON, DC 20510-1502

COMMITTEES:  
AGRICULTURE  
APPROPRIATIONS  
HEALTH, EDUCATION,  
LABOR, AND PENSIONS  
SMALL BUSINESS

August 19<sup>th</sup>, 2009

Joe Szabo, Administrator  
Federal Railroad Administration  
1200 New Jersey Avenue, S.E.  
Washington D.C. 20590

Dear Administrator Szabo,

I am contacting you to express my support for the Iowa Department of Transportation's (Iowa DOT) application being submitted under grant funding made available by the American Recovery and Reinvestment Act. The Iowa DOT, in collaboration with the Illinois DOT, is seeking a High-Speed Rail Corridors and Intercity Passenger Rail Service (HSIPR) grant to conduct a Track 3 -Planning Study to evaluate the potential routes for passenger rail service between Chicago and Omaha.

This application's approval would allow Iowa to move forward with our passenger rail vision as documented in the State Rail Plan and the State Transportation Plan. Both of these documents clearly state that the goal is to move towards implementation of new passenger rail service between Chicago and Omaha. It is my belief that the goal of the Recovery Act would be adequately met through this project by creating jobs, improving our nation's transportation infrastructure and creating opportunities that will continue to benefit the country long after the life of the legislation is over.

I am enthusiastic about the potential for this new passenger rail service and the part that Iowa will play. Please direct any communication about this letter to Kevin Condon in my Des Moines office. This project has my support, and I respectfully urge you to fully and carefully consider the Iowa DOT's application.

Sincerely,



Tom Harkin  
United States Senator

## Upload #23

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 17



August 21, 2009

Ms. Nancy Richardson, Director  
Iowa Department of Transportation  
800 Lincoln Way  
Ames, IA 50010

Dear Director Richardson:

Amtrak is pleased to support the Iowa Department of Transportation (DOT) submission of a joint Iowa/Illinois application for \$1,000,000 in federal funding under Track 3 of the High Speed Intercity Passenger Rail (HSIPR) grant program. This funding would be matched by \$1,000,000 in local match from the DOTs.

Amtrak understands that if the grant is awarded, the federal and state money would fund the completion of a \$2 million planning effort that would include a Service Level Tier 1 NEPA study, service development plan and preliminary engineering activities.

The completion of this study could help Iowa be eligible to receive potential HSIPR funding in the future to implement new service between Chicago and Omaha. The addition of new service would enhance regional intercity passenger rail service between Chicago and Omaha and complete the vision established by the Midwest Regional Rail Initiative (MWRRI).

We appreciate the DOTs' commitment to \$1,000,000 of state funding match for the grant. We believe the completion of these planning components is an important step that could lead to improved passenger rail service for Iowa, Illinois and Nebraska.

Sincerely,

A handwritten signature in blue ink that reads "Michael W. Franke".

Michael W. Franke  
Assistant Vice President  
State & Commuter Partnerships (Central)



## Upload #24

Applicant:	Iowa Department of Transportation
Application Number:	IPR2010000036
Project Title	High-Speed Intercity Passenger Rail (HSIPR) Program: Track 3 - Planning
Status:	Submitted
Document Title:	Attachment # 18

## **Public Outreach to date:**

The Iowa DOT has included proposed intercity passenger rail service from Chicago to Omaha in planning and public outreach efforts since Iowa's involvement with the Midwest Regional Rail Initiative (MWRRI) in 1996. There are several publications, on-line resources and recent publicly advertised events that have highlighted Iowa's efforts in passenger rail.

- MWRRI activities since 1996
- Iowa's Rail System Plan, February 2000
- Public Outreach meetings for the modal system plans - 2004
- Iowa DOT Office of Rail Transportation webpage. [www.iowarail.com](http://www.iowarail.com)
- Office of Rail Transportation newsletter: distributed to approximately 2500 subscribers
- Iowa - Legislative Day on the Hill – held annually
- Iowa State Fair information booths in 2004, 2005 and 2006.
- Meetings with regional and local supporters of Amtrak routes to Chicago, on-going since 2007
- Iowa legislation passed to join the Midwest Interstate Passenger Rail Compact (MIPRC) in 2007
- Media Event – April 18, 2008 – Release of Amtrak Feasibility Study for Chicago to Iowa City route
- Formation of the statewide Passenger Rail Advisory Committee in 2008
- 2009 Iowa Connections website highlighting passenger rail expansion in Iowa. <http://www.iowadot.gov/IowaPassengerRail/index.htm>
- Presentations to Iowa Metropolitan Planning Organization/Regional Planning Affiliations – held quarterly
- Iowa Governor Culver train rides across Iowa promoting passenger rail awareness – June 24, 2009 and July 27, 2009

